

APPENDIX D
SUMMARY OF ALTERNATIVE SECTIONS ATTRIBUTES
CALIFORNIA HIGH-SPEED TRAIN PROJECT

| Section Attributes | San Francisco-San Jose | Merced-Fresno | Fresno-Bakersfield | Los Angeles-Anaheim |
|---|--------------------------------------|--|--|---|
| Total Miles for the Section | 50 Miles | 60 Miles | 113 Miles | 30 Miles |
| Total ARRA + FY10 HSIPR Grant Application Amount (\$YOE Billions) including State match | \$4.74 B | \$4.39 B | \$4.74 B | \$4.74 B |
| Length of Infrastructure which can be completed with abovementioned funds | 26 Miles plus electrification | 80 Miles | 129 Miles | 22 Miles plus 6 level crossings (quad gates) |
| Initial work includes electrification | Yes | No | No | No |
| New HST Stations included | Millbrae | Merced & Fresno | Fresno | Norwalk /SFS station (or equiv) |
| Top Speed (mph) | 125 | 220 | 220 | 90/110 |
| Other operations sharing tracks | Min | No | No | Yes |
| Cooperation Agreements needed with other operators | Caltrain / UPRR | BNSF / UPRR / Amtrak (Operator) | BNSF / UPRR / Amtrak (Operator) | BNSF/ UPRR / OCTA/MTA/ Metrolink/ Amtrak |
| Complexity of construction (moderate; severe) | Severe | Moderate | Moderate | Severe |
| Disruption to other rail/transit providers | Severe | Minimal | Minimal | Severe |